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The Antiquity *and* Honourableneſs
Of the Practice *of* MERCHANDIZE.

694. h 1/16

A SERMON

PREACHED BEFORE THE

WORSHIPFUL SOCIETY

OF

MERCHANTS

OF THE

CITY of *BRISTOL*,

IN THE

Pariſh Church of St. *STEPHEN*,

NOVEMBER the 10th, 1744.

By *A. S. CALCOTT*, Rector of St. *Stephen*'s in BRISTOL, and ſome time Fellow of St. *John Baptiſt*'s *College*, in OXFORD.

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BRITISH MUSEUM

Merchants-Hall, Briſtol, Nov. 10, 1744.

VOted and ordered that the Thanks of this HALL be given to the Reverend Mr. CATCOTT, for his excellent Sermon, preached this day before this Society; and that he be deſired to print the ſame at the charge of this HALL.

THO. FANE,

Clerk to the ſaid Society.

TO the Worſhipful SOCIETY of MERCHANTS of the City of BRISTOL, this Diſcourſe is dedicated,

by

their moſt Obedient,

Humble Servant,

A. S. CATCOTT.

A SERMON

——— *Tyre, the crowning City, whoſe Merchants are Princes, whoſe Traffickers are the honourable of the Earth.* Iſaiah, xxiii. 8.

ALtho' the prophet is in this chapter threatening *Tyre* with God's judgments for ſeveral ſins, nevertheleſs the words I have recited, conſidered by themſelves, contain a very high encomium on traffick, and thoſe who practiſe it. Commerce enabled *Tyre* to ſit as a queen among the nations, to confer marks of royal dignity on her citizens, and raiſe her merchants to a level with noblemen and princes. This meaning of the words is apparent; but another circumſtance is tacitly comprehended in them, and that is, *the antiquity* of commerce. A regard to commerce was the cauſe of firſt founding that great and famous city, as the practice of the ſame was of the encreaſe thereof; ſo that commerce was of the ſame age with, or rather older than the original of *Tyre*; and even that claimed the higheſt

an

antiquity. And indeed the prophet takes particular notice of this circumſtance, in the verſe preceding the text, where he calls *Tyre*, *The joyous city*, *whoſe antiquity is of antient days*. You ſee here then the two heads, on which I purpoſe to ſpeak, *The antiquity*, and *the honourableneſs of commerce*, or *the practice of merchandize*.

I begin with the antiquity. It cannot be doubted, but that barter muſt have been practiſed, as ſoon as the deſcendents of *Noah* began to ſeparate, and ſpread themſelves into countries diſtant from each other. Not only the enjoyment of the conveniencies, but the acquiſition even of the neceſſaries of life, muſt have put men on the method of relieving and ſupporting each other, by the mutual exchange of the products and commodities of their reſpective countries. The ſame reaſon that firſt united men in ſocieties, did afterwards produce an intercourſe between ſocieties, or commerce; namely, the method and convenience of providing, (each man for himſelf,) all that they wanted, by means of barter or exchange, at the ſame time, that every one practiſed but one art or manufacture, or purſued only one branch of trade. Thus we read *Gen.* xxxvii. 25, *That a company* [or Caravan] *of Iſmaelites, came from Gilead with their camels, bearing ſpicery, and balm, and myrrh, going to carry it down to Egypt*. Now the *Egyptians* ſtood in need of theſe materials for their embalments, and the *Iſmaelites*, it is likely, had in return the corn, fruits, and fine linen of *Egypt*. And v. 28. informs us further, that another company of merchants, who were *Midianites*, drew *Joſeph* out of the pit, into which his brethren had thrown him, and ſold him to the

the *Iſmaelites* abovementioned; ſo that the road to *Egypt* was, probably, then much frequented, on the account of trade.

But it was to the convenience of water-carriage, that commerce owed it's advancement and extent. With how much eaſe and ſwiftneſs do ſhips glide along the liquid element, ſupported by the body of the waters, and impelled by the force of the wind! What immenſe quantities, as well of cumbrous materials, as of leſs bulky and more valuable commodities, are by theſe means tranſported from place to place, by the aſſiſtance of a (comparatively) infinitely ſmall meaſure of human ſtrength, and number of hands! With how much eaſe, comfort and convenience to themſelves, do travellers meaſure over immenſe ſpaces, and viſit far diſtant countries, while they ſeemingly continue in the ſame place, ſee always the ſame objects about them, converſe continually with the ſame companions, are kept ſafe from the inclemencies of the weather, and are ſure of having proviſions always at hand! Thus while they enjoy plenty, ſafety and repoſe, the veſſel inſenſibly proceeds on in a conſtant courſe, with a calm and ſteady motion, puſhed on by an agent always inviſible, and ſometimes ſcarce perceptible by any of the ſences. How ſurprizing is it, to ſee ſo bulky a machine, containing numbers of men, and vaſt quantities of wares and proviſions in it's womb, ſteered and turned which way ſoever the pilot pleaſes, as eaſily as a horſe is managed by the bridle?

No doubt navigation revived (for the art muſt have been known before the flood, or *Noah* could not have built ſo im

immenſe a veſſel as the ark was) and flouriſhed as ſoon as there was need and room for commerce; but I ſhall produce authentick evidence for it's antiquity.

Sidon is mention'd *Gen.* x. 19. and was founded by that *Sidon* (as v. 15. plainly intimates) who was the firſt-born of *Canaan*, the ſon of *Ham*, the ſon of *Noah*. Now this was *An. Mundi.* 2006, and within 350 after the deluge. Again, we read *Joſh.* xi. 8. of *great Zidon*, and xix. 29. in the diſtribution of *Canaan* among the tribes of *Iſrael*, of theſe cities, among others, on the ſea-coaſt, ver. 28. *And Canah even unto great Sidon; and then the coaſt turneth to Ramah, and the ſtrong city of Tyre.* Now theſe two epithets in ſo ſuccinct an account, are much to be regarded, and indicate the eminence of *Sidon the great*, and *Tyre the ſtrong*, above all the numerous cities of that fertile, well-cultivated and populous land; and both theſe owed all their glory to the greatneſs of their commerce. *Tyre* was a *daughter* of *Sidon*, as *Iſaiah* names it, four verſes after my text; and the mention we here find made of it, was at the diſtance of about 550 years after the former account given of *Sidon.* That this *Tyre* was the ſame, which afterwards made ſo great a figure in the world, appears from the ſituation in which it is placed, and the towns mentioned in the neighbourhood of it. For *Canah* is known to have ſtood near *Tyre*; *Ramah* was alſo on the ſame ſhore; and *Sidon*, was not only (a) near it, as I ſaid, but gave it being.

In this place I may obſerve, that from the early practice of merchandize at *Sidon*, firſt founded by the eldeſt ſon of

(a) *Within twenty-five miles.*

Canaan,

Canaan, and the extenſive trade carried on afterwards from other ports of the land called by the ſame name, it came to paſs, that, in the *Hebrew* Tongue, a merchant and *Canaanite* are expreſsed by the ſame word.

As the naming of *Tyre* in my text, as well as the prodigious trade it carried on in thoſe early ages, demands our particular notice; ſo I ſhall here put together all the information, the ſcripture, or other antient records, have given us concerning it.

At what time *Tyre* roſe to the heighth of it's grandeur, we cannot tell exactly. It has indeed been obſerved, that *Homer* (who is ſuppos'd to have been cotemporary with *Solomon*,) never mentions *Tyre*, tho' he ſpeaks often of *Sidon*; (a) a learned man thinks, becauſe he had ſome pique againſt it. But be that as it will, we are ſure from ſcripture, that before that time, *Hiram*, king of *Tyre*, ſent embaſſadors to *David*, and materials for building his palace; and is alſo ſaid 2 *Sam.* v. 11. *to have loved him*; and mention is made of *Sidon*, *and the ſtrong hold of Tyre*, 2 *Sam.* xxiv. 7. when *David* numbered the people; and of the intercourſe between *Hiram* and *Solomon*, I ſhall ſpeak by-and-by.

The ſituation of *Tyre* enabled it to trade both to the eaſtern and weſtern world, and it mutually exchanged the products of each. Thus by the help of the havens of *Rhinocolura*, and *Elath*, (or *Eloth*) it furniſhed all the weſtern parts with the commodities of *Arabia*, *Africa*, *Perſia* and *India*. The former of theſe ports lay on the coaſt of the *Mediterranean*,

(a) Fulleri Miſcellanea, *Lib.* 4. *Ch.* 11. Herodotus *(I think) mentions it.*

terranean, exactly oppoſite to the bottom of the *Arabian Gulph*, (or *Red Sea*) and where the paſſage by land, between the two ſeas, is about 60 miles; and the latter was ſituated on the eaſtern ſide of the ſaid *Arabian Gulph*, and ſo opened a way to all the eaſtern regions. Weſterly, *Tyre* ſent out it's fleets as far as *Britain*, which ſupplied it's traders with tin. It's (a) mariners gave names to all the remarkable promontories, iſlands, ports and other places of note, on both ſides of the *Mediterranean*, many of which are retained to this very day. To give an inſtance or two (and thoſe I chooſe, redound to the honour of *Britain*) (b) *Bochart* derives *Calpe*, the name of the mountain, on part of which *Gibraltar* ſtands, from the *Phoenician* word *Galpha*, ſignifying, an *urn* or *pitcher*, which it repreſents both in it's ſhape and hollowneſs. So alſo our *Britain* was named by the *Greeks*, *Brettanikè*, which word they formed from the *Phoenician* (which tongue, by the way, was but a dialect of the *Hebrew*) (c) *Brath-anek*, which means the *field* (or land) *of tin*, with which commodity, our iſland, as I ſaid, furniſhed *Tyre*. It ſettled colonies on all the ſhores of *Europe*, and the mighty *Carthage* was but a daughter of *Tyre*. Thus it's fleets brought into *Tyre* all the uſeful, valuable and rare commodities of the then known world; which I will recite in the ſame order, that *Ezekiel* (who alſo mentions the nations that contributed each) has done. *Chapt.* xxvii, *ſilver*, *iron*, *tin*, *lead*, *braſs*, *ſlaves*, *horſes*, *mules*

(a) Bocharti Canaan.
(b) Bocharti Canaan, 681.
(c) Bocharti Canaan, 720.

mules, ivory, ebony, emeralds, purple, embroidery, fine linen, coral, agate, wheat, (a) *pannag,* [or *balſam*] *honey, oil, balm, wine, white wool, bright iron,* [or *ſteel*] *caſſia, calamus, precious cloaths, lambs, rams, goats, ſpices, precious ſtones, gold, blue cloaths and rich apparel*: All theſe were to be ſeen in the markets or ſtore-houſes of *Tyre*. Hence it became the mother of navigation, the centre of trade, and common mart of all the nations of the univerſe; and conſequently ſet what price it pleaſed upon it's merchandizes. For theſe reaſons, it was frequented by perſons coming from all parts of the world. Thus, *Ezekiel* informs us, ſome brought materials for building and rigging of ſhips, ſome were pilots, ſome calkers, ſome mariners, ſome ſoldiers, ſome merchants, ſome handicraſts. Hence, to uſe the words of the ſame Prophet, xxvii. 11, *The beauty of Tyre was made perfect.* ver. 25, *She was repleniſhed, and made very glorious in the midſt of the ſeas. She filled many people, and enriched the kings of the earth with the multitude of her riches, and her merchandize. Her prince* xxviii. 2. *called himſelf a God, and his heart was liſted up becauſe of his riches.* v. 13. *Every precious ſtone was his covering; The ſardius, topaz, and the diamond, the beryl, the onyx, and the jaſper, the ſaphire, the emerald, and the carbuncle and gold.*

As this famous city was deſtroy'd by *Nebuchadnezzar*, after thirteen years ſiege, (according to *Iſaiah*'s propheſy, and that

(a) *See* Lightfoot, *Vol.* ii. *Page* 45.

that of *Ezekiel* xxvii and xxviii) and about nine hundred after the firſt mention of it, *Joſh.* xix; and as this was an hundred years before the moſt antient prophane hiſtorians wrote, ſo we can have no (a) information from them about it's trade and grandeur.

Thus much for *original*, or *antient Tyre*, that which is mentioned in my text, and ſtood on the main land. But this being deſtroyed, (as is ſaid above) the remaining inhabitants choſe another and more ſafe ſituation, to rebuild their city in; namely, a rock that roſe out of the ſea, at the diſtance of more than half a mile from the ſhore, and over-againſt the place where *old Tyre* ſtood. Beſides the heighth of the natural rock, it was guarded by a wall 150 foot high, and it's publick ſtructures ſurpaſſed even thoſe of *Rome* in largeneſs and magnificence. It had two ports, one opening towards *Sidon*, the other towards *Egypt*; this later *Tyre* was taken by (b) *Alexander* the Great, after one of the moſt memorable ſieges that hiſtory affords us.

The ſtate of it under the Roman empire, is thus deſcribed by *Pliny* the elder, L. v. Ch. xix. *Tyre, formerly an Iſland, divided* (from the land) *by a very deep ſea, for* 700 *paces, now, the continent, by means of the works of Alexander, when he beſieged it. It's compaſs is nineteen miles, old Tyre being included within. The town itſelf is twenty-two furlongs*, i. e. almoſt three miles.

From

(a) That ſome of it's buildings were extant in *Alexander's* time, appears from the anſwer given to that prince by the *Tyrians*; namely, that he might ſacrifice to *Hercules* in that temple of *his*, which was then ſtanding in *old Tyre*. *Juſtin L.* XI. C. X.

(b) *Arriani L.* 2.

(a) From what hath been ſaid, it appears, that no city, which ever adorn'd this globe, could compare with *Tyre* in all reſpects; and all this grandeur, wealth and magnificence, *Tyre* owed altogether to it's commerce.

Another inſtance of the *antiquity of commerce*, with which the ſcriptures furniſh us, is, the practice of it in the reign of *Solomon*. This was the time, when the kingdom of *Iſrael* roſe to it's higheſt pitch of ſtrength and glory; it's king, pſal. lxxii viii. *had dominion from ſea to ſea, and from the river unto the ends of the earth*; which words, in their firſt and literal ſenſe, were ſpoken of *Solomon*; ſo that his power at ſea, and the practice of commerce, were the foundation and ſupport of his grandeur. I have here a wide field of matter open before me, but having been ſo large and particular in the account I have given of *Tyre*, muſt not expatiate. Beſides, the hiſtory of *Solomon's* reign is not only well known from ſcripture, but you have alſo a clear and entertaining account given in *Prideaux's Connection of the Hiſt. of the O. and N. Teſt.* (at the beginning) of the traffick to the *Eaſt-Indies*, as firſt practiſed by that prince, and ſince carried on by ſeveral nations, down to the preſent age. What I ſhall obſerve, is this; by the *two ſeas* mentioned, are mean't the *red ſea* and *the mediterranean*; on the former of theſe, *Solomon* had the ports of *Ezion-geber* and *Elath*; at (b) *Elath* was ſettled a colony of *Tyrians*; and beſides this aſſiſtance, he had mariners lent him by (b) *Hiram* king of *Tyre*. Some have thought that he had fleets

(a) For the preſent ſtate of *Tyre*, ſee *Dr. Shaw's* Travels, p. 330.

(bb) *Chron.* viii. 17, 18. *Then went Solomon to Ezion-geber to Eloth at the ſea-ſide, in the land of Edom; and Huram ſent him by the hand of his ſervants, ſhips and ſervants that had knowlege of the ſea.* On which paſſage, thus *Dr. Lightfoot*, Vol. ii. p. 5. *What? Ships to come from Tyre into the Red-Sea? Which way ſailed they?*

fleets alſo on the *mediterranean*: becauſe, *both ſeas* are mention'd, as above; and alſo, becauſe it is ſaid, *the kings of the iſles ſhall bring preſents*; by which word, *iſles*, in ſcripture, commonly is mean't, the *coaſts* and *iſlands* of the *mediterranean*; but this is but conjecture.

The greatneſs of *Carthage* and *Athens* are well known, and were founded on commerce; to come down to later ages, would be foreign to the preſent article; I will only add a word or two about the practice of navigation among the antients, and then diſmiſs it.

It is commonly taken for granted, that the antients knew not the uſe of the *load-ſtone* in ſailing; and it muſt be own'd, that if ſo uſeful an inſtrument as the *compaſs* had been once diſcovered, it is ſtrange how the knowlege of it ſhould be loſt again. Nevertheleſs a (a) learned man of our own nation, has produced arguments to prove, that the *Tyrians* made uſe of it in ſailing; and it is well known that *coaſting* is impracticable in the *Arabian gulph*, by reaſon of the rocks and ſhoals on both ſides of it; and ſo muſt ſailing in the middle be too, without a compaſs. Dr. *Hide* alſo, in his *religion of the antient Perſians* p. 495. ſhows, that the Rabbis mention the load-ſtone and it's qualities in their oldeſt writings; and that the *Arabians* uſe

It is anſwered, he ſent ſuch Tyrian Ships, which had much and long traded before, in the red-ſea, to accompany Solomon's fleet. I ſuppoſe the Dr. means, that *Hiram* ordered ſome ſhips belonging to the *Tyrians* at Elath, and, *then*, in the red-ſea, to accompany thoſe of *Solomon*. Of the ſituation *of Elath*, ſee *St. Jerom* on *Ezekiel* iv. 8. and *de locis hebraicis*.

(a) *Fulleri Miſcellaneæ*; L. iv, c. 19. See *Heylyn*'s *Coſmography*, p. 1015, againſt him.

uſe it in traverſing the deſerts. He likewiſe mentions, from (a) *Curtius*, ſomething that was worſhipped in the temple of *Jupiter Ammon*, of a circular form, or ſhap'd like a compaſs, and he ſuppoſes it to have been ſuch, which was carry'd about by the prieſts, in a gilded ſhip. Moreover he thinks it impoſſible for the *Tyrians* and *Carthaginians* to have performed ſome of their voyages without that inſtrument.

Farther, (b) another very great man, of our own nation alſo, has aſſerted, that this *ſtone*, and it's uſes, were known in the moſt early ages; and that it is ſix times mentioned in the *hebrew ſcriptures*, according to it's different qualities. Laſt of all, it ſeems pretty certain, if, what the *Jeſuits* ſay, may be depended on, that the *Chineſe* had the knowlege of the compaſs, ſeveral ages before it was in uſe among theſe weſtern nations, or at leaſt, *generally*; I ſay, *generally*, becauſe, it is undoubtedly deſcribed by a *French* author, who wrote (c) A. D. 1180; which inſtance may ſuggeſt this reflection; might not the caſe have been the ſame in the early ages, as it was here; viz, that this inſtrument might have been *certainly*, tho' but *rarely* known?

(a) *Curtius*. L. iv. c. 6. Some, for *umbilico a navel*, read, *umbriculo, a ſheep*, as, they ſay, the word ſignifies. *Herwart*, in his *Theologia technica*, ſays thus, p. 60. Apud me conſtitui, illud ſignum T veteribus fuiſſe, præſtitiſſeque quicquid noſtris modo gubernatoribus eſt, præſtatque *acus nautica*.

(b) *Mr. Hutchinſon*. See his *Moſes's principia*, p. 539. *Trinity of the Gentiles*, p. 174. *Confuſion of Tongues*, p. 117. *Power mechanical and eſſential*, p. 208. See likewiſe the authors referred to by *Derham*, in his *Phyſico-Theology*.

(c) See Whiſton on *the dipping Needle*, p. 106.

I am now come to my ſecond general head, under which I am to prove the *honourableneſs of the practice of merchandize.*

Every thing ought to be accounted *honourable*, in proportion to it's being *uſeful.* I know nothing that beſtows intrinſic worth, beſides *a capacity of*, or, *tendency to doing good.* I ſhall therefore ſhew the advantages, which commerce brings both to the civil eſtabliſhment, and to religion.

And firſt, as to the civil eſtabliſhment.

1*ſt*, It produces plenty and riches. To this it is we owe the poſſeſſion and enjoyment of many things, without which, however we might, perhaps, make a ſhift barely to ſubſiſt, we ſhould be deprived of many of the comforts and conveniencies of life. Others there are, the want of which might make us very miſerable. The natural products of our own country, are little elſe, than corn, fruits, wool, iron and tin; whereas traffic ſupplies us with ſeveral articles, relating to our food, cloaths, and dwellings. Wine and oil, (of the uſefulneſs of which the ſcriptures ſpeak) ſugar, ſpices, fruits and fiſh, make up great part of our daily food; and theſe are ſupplied to us from abroad; and notwithſtanding the uſual fertility of our iſland, it was not long ago, that, had it not been for the merchant's importation of foreign corn, we were in danger of wanting that univerſal ſupport of life, bread. Neither can we at any time ſurvey our own perſons, or look round in our houſes, without ſeeing many materials, which ſerve as *mementos* to us, of the uſefulneſs and neceſſity of commerce. Moreover there are few of us, who have not at one

one time or other of our lives ſtood in need of the phyſician's help; and without drugs phyſick cannot ſubſiſt; and theſe are the product of foreign climates. But, above all things, traffick furniſhes us with gold and ſilver; and, as the wiſe man has ſaid *Eccles.* x. 19. *Money anſwereth all things*; becauſe, money is made, all the world over, the common meaſure of the worth of all things. In a word, the whole earth is the market of *Britain*; and while we remain at home ſafe and undiſturbed, have all the products and commodities of *the eaſtern* and *weſtern Indies* brought to us in our ſhips, and delivered into our hands.

Traffick ſerves alſo to take off ſeveral of our own products, which, being more than ourſelves can conſume, would, otherwiſe, lie uſeleſs upon our hands. Our metals would never ſee the day, our wool rot upon the backs of our ſheep, our corn corrupt in the granaries, or the fields lie fallow, did not the merchant ſend or carry theſe commodities to the market, diſpoſe of them abroad, and bring us back neceſſaries, inſtead of the ſuperfluities, that were ſent from home. To this article I may ſubjoin, the conſumption of vaſt quantities of timber and other materials for ſhipping, which our own land produces; all which, without the demand made of them for naval armaments, would be but an uſeleſs incumbrance on the earth, and bring no benefit to the proprietors of the land.

It alſo keeps an infinite number of hands employ'd; for, beſides thoſe who are occupied about naval affairs, or ſet to work by the merchant immediately, what prodigious multitudes are taken up in working upon theſe materials, which

traffick brings in from abroad, or carries out from home? What numerous and extenſive manufactures have, by theſe means, been of late years ſet up among us? Hence, we ſee that prodigious increaſe of buildings and inhabitants in all our trading cities. And this reſort of the people to ſuch places, has been ſo far from doing an injury to the country, that it has vaſtly raiſed the value of land. Thouſands, who now live elegantly, or, even ſumptuouſly, keep ſervants, or pay workmen, and, thereby, take off the products of the ground, would, otherwiſe, have been poor and miſerable ruſticks, cloathed meanly, fared coarſly, and dwelt in wretched cottages. Our iſland has put on quite a different face, ſince the increaſe of commerce among us. A century or two ago, great tracts of ground lay unmanured, the tenants paid little rent, and dwelt in huts raiſed of mud, and covered with thatch; whereas, when navigation began to flouriſh, and people apply'd themſelves to trades and manufactures, demand was made for ſeveral commodities, money flowed in upon the nation, the price of corn and cattle, and, conſequently, the value of land too, was raiſed, and the wages of the laborious part of mankind increaſed. This encouraged induſtry, and ingenuity in tillage, and other parts of huſbandry, and theſe brought in wealth both to the landlord and tenant. Hence it came to paſs, that, now, a hundred acres of land (eſpecially ſuch as lies near large towns or cities) are worth more money, than three or four times the number, in ſeveral neighbouring nations, which, yet, by nature are equally fertile.

Beſides,

Beſides, when numbers of people live together, profeſſing the ſame art or buſineſs, they mutually advance each other's ſkill, and provoke each other's diligence, by emulation, imitation, and communication of mechanical contrivances.

Farther, it is to commerce that we owe, not only the materials of our manufactures, but the knowlege alſo of ſeveral manufactures themſelves; ſo that we now ſupply other nations with the ſame commodities, which formerly we were obliged to furniſh ourſelves with, from abroad. This has turned the balance of trade prodigiouſly in favour, and, thereby, greatly increaſed the wealth, of *Britain*. In a word, commerce is the firſt mover, the main ſpring in the political machine, and that which gives life and motion to the whole, and ſets all the inferior wheels to work. Thus you ſee how greatly commerce conduces towards producing plenty, and bringing riches into a nation.

2dly. It alſo renders a people poliſhed in their manners. This is the natural conſequence of wealth and plenty. When men are pinched with narrow circumſtances, the mind ſolicitous about procuring the neceſſities of life, and the body exerciſed in hard labour, there is little time or inclination for intellectual improvements; and, as for all the elegancies of life, perſons, in ſuch a ſituation, have as little notion of ſuch things, as ability to obtain them. Neither has ingenuity any encouragement, but where the riches of others can pay the authors of any improvement, for their time and labour.

Beſides,

Beſides, an intercourſe with other nations, or even an account brought us of their learning, trade, government, and the like, enlarges and enriches the mind, and cures men of that ſelf-conceit and roughneſs both of temper and behaviour, that is the reſult of ignorance of men and manners.

Navigation alſo is of itſelf a branch of the mathematicks; and perhaps it is partly owing to our being a trading nation, that ſo many of late years have put themſelves on following ſtudies of that nature. This is certain, that the practice of aſtronomy has been followed diligently, and the theory of it brought to great perfection, with the particular view of making it helpful to the practice of navigation.

Again; cities owe their numbers and opulence to commerce; and cities are as well the nurſeries of learning, and ſchools of politeneſs, as the centre of trade, and ſeats of magnificence. Society greatly advances all ſorts of knowlege; learned men communicate their diſcoveries by converſation; and practitioners in various arts imitate, and emulate each other's improvements. Nay, the many genteel employments there followed, influence the mind, behaviour, and converſation of ſeveral ſorts of traders, or even working mechanicks. It is evident, that every man is affected by, or, as it were, *ſympathizes* with the way of life he follows, the objects with which he is moſt converſant, and the company he ſees moſt about him. Thus, drudges to baſe, ſordid, or ſervile labours, contract a horridneſs of perſon, a boiſterous

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or awkward behaviour, and even a ſavageneſs of mind; while, on the other hand, thoſe who work on fine or valuable materials, or vend rich commodities, are ſeldom deſtitute of a genteel ſtyle, a ſoft pronunciation, an agreeable behaviour, and even an elegance of taſte, which often inclines them to proſecute, at their leiſure hours, ſome eaſy and entertaining part of literature; and this *politeneſs* has ever been ſo remarkable in *citizens*, that other languages, as well as our's, denote a *genteel behaviour*, or *agreeable converſation*, from words borrowed from *that* of *citizens*, as, *urbanity*, or *civility*. I may here obſerve, that *Athens*, which was the moſt mercantile, was alſo the politeſt city of *Greece*, perhaps of the whole world. I will conclude this article with obſerving, that the *Engliſh* language has been not a little enriched of late years, by a variety of phraſes, borrowed from the art, and manual operations of the trading part of mankind.

3*dly*. It conduces greatly to the ſafety of a nation. This is evident in that it brings in wealth; and wealth is the ſinews of war. But there are other ways alſo, by which it conduces to this end.

And one is, that commerce brings in to us intelligence. It appears, that in the early ages of the world, and before the mutual communication and intercourſe between nations became pretty general, nothing was more common, than for (a) fleets of adventurers to go out in queſt, not only of booty on the ſea, but of houſes ready built, and lands manured by others, in order to turn out the old proprietors, and ſettle in

(a) See *Thucydides*, the beginning of his hiſtory.

the ſame places themſelves. And this was ſo far from being reckoned diſhonourable, or unjuſt, that the performers of ſuch actions, or, however, the leaders in ſuch expeditions, were ſtyled great men and heroes. So that the inhabitants on the ſea-coaſts, were under perpetual alarms, and ſcarce ever laid their weapons out of their hands; while they knew not what was doing at no farther a diſtance, perhaps, than 200 or 300 miles off their own country. Reflect a little on ſuch an uncomfortable ſituation as this, and then conſider, what you owe to commerce, which renders us ſo ſafe in the poſſeſſion, and ſo free from care and ſolicitude, in the enjoyment of our properties, by timely acquainting us with what paſſes in all parts of the world.

Again; it is to commerce that the eſtabliſhment of colonies is owing; and, that theſe contribute greatly to the ſecurity, and preſervation of their mother country, is very evident. They are a certain refuge for our ſhips; they ſend us intelligence what is doing abroad; they afford relief in times of ſcarcity; and they are always ready to aſſiſt thoſe of the ſame ſtock with themſelves, on all occaſions, in every proper manner.

Farther; commerce not only brings in wealth (as I obſerved before) to private perſons, but a vaſt revenue alſo to the government. Every one knows, to what a prodigious ſum, the cuſtoms and impoſts paid by merchants ariſe; and alſo how our taxes have been gradually increaſing for about 50 years paſt; ſo that any one, well acquainted with the ſtate of the nation, would, at that time, have thought it impoſſible for

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the ſubject to have paid ſuch large contributions to the eſtabliſhment; and, indeed, that we have been able to ſtand under ſuch a burthen, has been owing to the care and induſtry of the merchant. For, as I obſerved, the increaſe of trade, not only enlarged the national wealth, but raiſed the value of eſtates alſo; and, thereby enabled the landed gentlemen to contribute their quota likewiſe, towards the national expences.

But what chiefly deſerves our notice, is, that the ſupport of the *navy royal*, depends upon the ſupply of mariners, drawn from the ſhips of the merchants. Theſe are the nurſery for the fleet; and our floating caſtles would ſtand us in little ſtead, without hands practiſed in the management of veſſels, and hearts hardened by uſe, againſt the terrors of ſtorms and dangers of war. What little dependence there can be laid on numbers, without ſkill and diſcipline, hiſtory proves from abundance of inſtances; and if this be the caſe in battles by land, there is much greater danger in truſting to raw and unexperienced novices in ſea-fights. Here, the ſcene of war is much more dreadful, the various ways of death more numerous, the opportunities of eſcaping more difficult, and each ſingle man's art, activity, intrepidity, and preſence of mind, much more exerciſed, than in the other caſe. It were eaſy for me to enlarge on this article, but, I am ſenſible, I muſt not; but if any one deſires inſtances to confirm this truth, and political reflections on the neceſſity of the practical knowlege of the arts of naval engagements, he may find enough in *Thucydides*. There remains but one point more for me to ſpeak to, (which I muſt do very briefly) and that is,

2*dly*

2*dly.* The advantage, which commerce brings to *religion.* To this it has been owing, that the ſound of the goſpel *is gone into all the earth, and the voice* of it's preachers *to the ends of the world.* To this is owing the completion of that prophecy in it's full and moſt extenſive meaning; that *the dominion of Chriſt ſhould be extended from ſea to ſea, and from the river to the ends of the earth.* By the means of navigation, St. *Paul* and his companions diſperſed the knowlege of chriſtianity over ſo large a part of the then known world, and communicated the terms of ſalvation, (as we learn from eccleſiaſtical hiſtory) to the inhabitants of this weſtern iſland alſo. Nay our bleſſed Lord himſelf made frequent uſe of the ſame means, to diffuſe his heavenly doctrines throughout that compaſs of land, to which he confined his preaching; paſſing frequently to and fro on the ſmall ſea of *Tiberias*, and ſometimes preaching from the ſhip, to the people on the ſhore. And as to the preſent times, let any man conſider the number of *European* factories, ſettlements, colonies, and the various ports in every quarter of the world, which their ſhips viſit; and it is apparent, that, altho' it muſt be own'd, that the profeſſors of the falſe religions out-number thoſe who believe in *Chriſt*, yet, mankind in general, has vaſtly more opportunities of becoming acquainted with the contents of the bible, than of any other book in the world; and this is owing to the traffick carried on by *Chriſtian* traders.

Thus

Thus have I finiſhed my deſign, and ſhewn you both *the antiquity and honourableneſs of the practice of merchandize*; and the reſult of all is this; *the merchant, in exerting his honeſt and laudable endeavours, may juſtly hope for the bleſſing of god, is intitled to the favour and protection of his prince, and deſerves the love and eſteem of his fellow-ſubjects.*

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